

and such reports will be made public by the White Star Line at its offices.

"The ship has orders to stay on the scene of the wreck for at least a week, but should a large number of bodies be recovered before that time she will return to Halifax with them. The search for bodies will not be abandoned until not a vestige of hope remains for any more recoveries."

The position given in the wireless message from the Mackay-Bennett shows that the bodies were seen about sixty miles east of where the Titanic sank.

John Bottomley, secretary of the American Marconi Company, said yesterday that instructions had been sent to the wireless operator on the Carpathia not to send out news concerning the disaster to the Titanic, but that these instructions had not been issued until after the Carpathia left Quarantine on Thursday night.

The Marconi land stations were closed to visitors on Tuesday. Operators were instructed not to admit any one to the towers except on passes from the New York office, and the New York office refused to issue passes.

Memorial services for those lost with the Titanic were held in many churches in this city yesterday, and several other special services were arranged.

It was announced yesterday that all except fifty-seven of the survivors who had been taken to hospitals had been dismissed.

YIELDS CHANCE FOR RICHES

Titanic's Fate Moves Woman to Forego Sea Device Patent.

(By Telegraph to The Tribune.) Philadelphia, April 21.—Another Philadelphia woman proved herself to be something of a hero to-day when she announced that she would voluntarily give up the prospect of a large fortune rather than see another Titanic disaster. She is Mrs. Edward A. Trapp, widow of a well known inventor and mechanical engineer. He died some time ago, leaving plans for a submarine telescope, which was patented and which would enable seafaring men to see long distances under water.

The submarine telescope, which is supplied with a photographic apparatus, will make the waters of the ocean as clear as crystal, it is declared. Prominent naval officials, including Admiral Dewey, ex-Secretary Truman H. Newberry, and Charles L. Edwards, who had examined the invention, said that it would revolutionize naval warfare.

After reading the reports of the Titanic disaster Mrs. Trapp, who is nearing her sixtieth year, went to the office of her attorney, and, with tears streaming down her face, begged him to give the details of the invention to the public. Her attorney informed her that she might be throwing away hundreds of thousands of dollars by such a move, but she insisted that the invention be stripped of its patent rights.

WANTS TITANIC ORPHANS

Mrs. Potter, of Philadelphia, Ready to Adopt French Waifs.

(By Telegraph to The Tribune.) Philadelphia, April 21.—Mrs. Thomas Potter, Jr., the wealthy widow of this city who escaped from the wreck of the Titanic, will make an effort to adopt the two little French waifs who were left fatherless by the disaster from which they themselves were saved.

Mrs. Potter has one of the most beautiful country homes in Mount Airy, and is well known for her philanthropy. She spent most of yesterday purchasing clothing for the little boy and girl, who are being cared for in New York. Through her brother-in-law, William Potter, who was formerly United States Minister to Italy, Mrs. Potter has asked the government to aid her in obtaining possession of the children. Of course, she will not insist upon their adoption if their mother or other relatives can be found, but in the event of no one claiming them, it is known that they can have a home here among the most luxurious surroundings and receive the best possible education.

TITANIC IN SOUTHERN LANE

Hydrographic Office Says She Took the Spring Route.

Washington, April 21.—"The popular impression that the Titanic was not following the southern route when she met disaster on April 14 is incorrect," says a statement made public to-day at the Hydrographic Office of the navy. The statement continues:

Reference to the pilot chart for April shows that the lane for the spring months was the one along which she was moving. This was exactly upon the westbound track. The impression that she was on the northern route may have arisen from the fact that the westbound track which she was following immediately north of the eastbound track. But this is as it should be, and agrees exactly with the understanding entered into by the various steamship companies in 1885. Whether she should have diverged to the southward upon being informed that ice had been sighted along the accepted route is another question.

The statement admits that the ocean routes for the spring should be moved further south.

Changing the routes to the south, according to the Hydrographic Office, would increase the eastbound route between Ambrose Channel Lightship and Bishop's Rock from 2,595 to 3,125 nautical miles and the westbound route between the same points from 2,525 to 2,991.

MUCH ICE IN SAVOIE'S PATH

French Liner, in Late, Reports Passing Many Bergs.

The French liner La Savoie arrived here yesterday from Havre a day late, notwithstanding the fair weather conditions she encountered on the passage from Havre. Her delay, it is said, was due to the fact that she had gone to the southward over a longer course to escape the ice fields which were drifting south unusually early this year.

Warnings of the ice proximity had been received by La Savoie on Monday when she was about 1,900 miles west of the French coast. Her wireless operator caught messages from other steamships telling of the ice, so Captain Tourrette changed his course. He reported on arrival yesterday that in latitude 10-33, longitude 52-20 he passed by seventeen bergs of various sizes, and for two days ice fields were in sight.

The Coward Shoe

Imitation

Unscrupulous dealers are attempting to deceive the public by making misleading and unlawful use of the COWARD name.

THE PUBLIC—is informed that the COWARD Shoe is sold only from our one place of business, at 264-274 Greenwich St. (near Warren St.) New York City.

NO AGENTS

JAMES S. COWARD 264-274 Greenwich St. NEW YORK
Mail Orders Filled Sold Nowhere Else Send for Catalogue

J. BRUCE ISMAY DEFENDS HIS CONDUCT ON TITANIC

Continued from first page.

did; I was never in his room, I was never on the bridge until after the accident, I did not sit at his table in the saloon, I had not visited the engine room nor gone through the ship, and did not go, or attempt to go, to any part of the ship to which any other first cabin passenger did not have access.

"It is absolutely and unqualifiedly false that I ever said that I wished that the Titanic should make a speed record or should increase her daily runs. I deny absolutely having said to any person that we would increase our speed in order to get out of the ice zone, or any words to that effect.

"As I have already testified, at no time did the Titanic during the voyage attain her full speed. It was not expected that she would reach New York before Wednesday morning. If she had been pressed she could probably have arrived Tuesday evening.

"The statement that the White Star Line would receive an additional sum by way of bounty, or otherwise, for attaining a certain speed is absolutely untrue. The White Star Line receives from the British government a fixed compensation of £70,000 per annum for carrying the mails, without regard to the speed of any of its vessels, and no additional sum is paid on account of any increase in speed.

WAS NEVER CONSULTED BY CAPTAIN SMITH.

"I was never consulted by Captain Smith, nor by any other person, nor did I ever make any suggestion whatsoever to any human being about the course of the ship. The Titanic, as I am informed, was on the southernmost westbound track of transatlantic steamships. The tracks, or lanes, were designated many years ago by agreement of all the important steamship lines, and all captains of the White Star Line are required to navigate their vessels as closely as possible on these tracks, subject to the following standing instructions:

Commanders must distinctly understand that the issue of these regulations does not in any way relieve them from responsibility for the safe and efficient navigation of their respective vessels, and they are also enjoined to remember that they must run no risk which might by any possibility result in accident to their ships. It is to be hoped that they will ever bear in mind that the safety of the lives and property entrusted to their care is the ruling principle that should govern them in the navigation of their vessels, and that no supposed gain in expedition or saving of time on the voyage is to be purchased at the risk of accident. The company desires to maintain for its vessels a reputation for safety, and only looks for such speed on the various voyages as is consistent with safe and prudent navigation.

Commanders are reminded that the steamers are to a great extent uninsured, and that their own livelihood, as well as the company's success, depends upon immunity from accident; no precaution which insures safe navigation is to be considered excessive.

"The only information I ever received on the ship that other vessels had sighted ice was by a wireless message received from the Baltic, which I have already testified to. This was handed to me by Captain Smith without any remark as he was passing me on the passenger deck on the afternoon of Sunday, April 14. I read the telegram casually and put it in my pocket. At about 7:10 o'clock, while I was sitting in the smoke room, Captain Smith came in and asked me to give him the message received from the Baltic, in order to post it for the information of the officers. I handed it to him, and nothing further was said by either of us. I did not speak to any of the other officers on the subject.

"If the information I received had aroused any apprehension in my mind—which it did not—I should not have ventured to make any suggestion to a commander of Captain Smith's experience. The responsibility for the navigation of the ship rested solely with him.

"It has been stated that Captain Smith and I were having a dinner party in one of the saloons from 7:30 to 10:30 Sunday night and that at the time of the collision Captain Smith was sitting with me in the saloon.

WAS ASLEEP WHEN COLLISION OCCURRED.

"Both of these statements are absolutely false. I did not dine with the captain nor did I see him during the evening of April 14. The doctor dined with me in the restaurant at 7:30, and I went directly to my stateroom and went to bed at about 10:30. I was asleep when the collision occurred. I felt a jar, went out into the passageway without dressing, met a steward, asked him what was the matter and he said he did not know. I returned to my room. I felt the ship slow down, put on an overcoat over my pajamas and went up on the bridge deck and on the bridge. I asked Captain Smith what was the matter, and he said we had struck ice. I asked him whether he thought it serious and he said he did. On returning to my room I met the chief engineer and asked him whether he thought the damage serious, and he said he thought it was.

"I then returned to my room and put on a suit of clothes. I had been in my overcoat and pajamas up to this time. I then went back to the boat deck and heard Captain Smith give the order to clear the boats. I helped in this work for nearly two hours, as far as I can judge. I worked at the starboard boats, helping women and children into the boats and lowering them over the side. I did nothing with regard to the boats on the port side. By that time every wooden lifeboat on the starboard side had been lowered away, and I found that they were engaged in getting out the forward collapsible boat on the starboard side. I assisted in this work, and all the women that were on this deck were helped into the boat. They were all, I think, third class passengers. As the boat was going over the side Mr. Carter, a passenger, and myself got in. At that time there was not a woman on the boat deck, nor any passenger of any class, so far as we could see or hear. The boat had been between thirty-five and forty in it, I should think, most of them women. There were perhaps four or five men, and it was afterward discovered that there were four Chinamen concealed under the thwarts in the bottom of the boat. The distance that the boat had to be lowered into the water was, I should estimate, about twenty feet. Mr. Carter and I did not get into the boat until after they had begun to lower it away. When the boat reached the water I helped row it, pushing the oar from me as I sat. This is the explanation of the fact that my back was to the sinking steamer. The boat would have accommodated certainly six or more passengers in addition if there had been any on the boat deck to go. These facts can be substantiated by W. E. Carter, of Philadelphia, who got in at the time that I did and was rowing the boat with me. I hope I need not say that neither Mr. Carter nor myself would for one moment have thought of getting into the boat if there had been any woman there to go in it, nor should I have done so if I had thought that by remaining on the ship I could have been of the slightest further assistance.

EXPLAINS MESSAGES FROM CARPATHIA.

"It is impossible for me to answer every false statement, rumor or invention that has appeared in the newspapers. I am prepared to answer any questions that may be asked by the committee of the Senate, or any other responsible person. I shall, therefore, make no further statement of this kind, except to explain the messages that I sent from the Carpathia. These messages have been completely misunderstood. An inference has been drawn from them that I was anxious to avoid the Senate committee's inquiry, which it was intended to hold in New York. As a matter of fact, when dispatching those messages I had not the slightest idea that any inquiry was contemplated and I had no information regarding it until the arrival of the Carpathia at the Cunard dock in New York on Thursday night, when I was informed by Senators Smith and Newlands of the appointment of the special committee to hold the inquiry. The only purpose I had in sending these messages was to express my desire to have the crew

returned to their homes in England for their own benefit at the earliest possible moment, and I also naturally was anxious to return to my family, but left the matter of my return entirely to our representatives in New York.

"I deeply regret that I am compelled to make any personal statement, when my whole thought is on the horror of the disaster. In building the Titanic it was the hope of my associates and myself that we had built a vessel which could not be destroyed by the perils of the sea or the dangers of navigation. The event has proved the futility of that hope. The present legal requirements have proved inadequate. They must be changed. But whether they are changed or not, this awful experience has taught the steamship owners of the world that too much reliance has been placed on watertight compartments and on wireless telegraphy, and that they must equip every vessel with lifeboats and rafts sufficient to provide for every soul on board, and sufficient men to handle them."

April 21, 1912.

W. E. CARTER DEFENDS ISMAY

"No Women in Sight When We Launched Boat," He Says.

(By Telegraph to The Tribune.) Philadelphia, April 21.—William E. Carter, of this city, to-night said that he was surprised at the attitude which had been taken by the American people against J. Bruce Ismay, as that official of the International Mercantile Marine had not been negligent of the passengers entrusted to the care of the company of which he was the directing head.

Mr. Carter declared that the testimony given by Mr. Ismay before the committee was absolutely true. He said that he was ready to go to Washington and testify if Mr. Ismay needed him. Mr. Carter said:

"The women that were in the boat were from the steerage, with their children. I guess there were about forty of them. Mr. Ismay and myself and several of the officers went up and down the deck crying, 'Are there any more women here?' We called for several minutes and got no answer. One of the officers then declared that if we wanted to we could get into the boat if we went to the place of search. He said we could go to the place of search because we were among the first-class passengers. Mr. Ismay called again, and after we got into the boat he went down. We took the oars and rowed with the two seamen. We were about a mile away from the Titanic when she went down. I heard a loud cry when she was less than half an hour. All the women were clad in thin clothes, while I was in evening clothes, without a hat and with only a pair of slippers on. I looked around just as the Titanic went down, being attracted by the explosions. Mr. Ismay did not leave the boat until it was very quiet, pulling on the oars. I desire to correct what has been said about him. He was perfectly cool and collected and added a great deal in keeping the women from the steerage queue."

"Mr. Ismay only left the boat after he saw there were no more women on the deck," concluded Mr. Carter. "He cried and so did I, but we found none. I heard no shouting when she went down. I heard only a loud cry when she was less than half an hour. Mr. Ismay, with two seamen and myself, rowed until we reached the Carpathia."

ARTIST AND SKETCHES LOST

S. Ward Stanton Went Down with Titanic, Friends Learn.

People prominent in shipping circles and artists both here and abroad heard the news of the Titanic disaster with a sense of personal loss. One of the most prominent of these was S. Ward Stanton, of No. 58 West 124th street, who was returning from Europe after an absence of several months.

Mr. Stanton was the foremost authority in this country on the history of steam shipping. He was born in Newburg, N. Y., forty-two years ago, and was the son of Samuel Stanton, of the firm of Ward & Stanton, shipbuilders. At the time of the World's Fair at Chicago, when he was twenty-two years old, he exhibited there a series of pen and ink sketches covering the development of shipping since the advent of the use of steam power, which won a bronze medal and a diploma.

For several years he was the editor of "The Nautical Review," but about three years ago resigned to become editor of "Master, Mate and Pilot." Meanwhile he had begun to work in color and produced a remarkable series of marine mural paintings for passenger steamships. He had also put out a series of posters depicting marine scenes which are pronounced by artists the finest ever produced in America.

Several months ago Mr. Stanton left New York for Spain to make studies for a series of mural paintings for the Hudson River Day Line's new boat, the Washington Irving. The general subject was to be the Alhambra, the painting illustrating Irving's text. Upon the completion of his work in Granada, Mr. Stanton went to Paris, where he worked under Jean Paul Potin, and finally took passage on the Titanic. All his sketches were lost with him.

In addition to his editorial and artistic work Mr. Stanton was preparing a history of American steamships, which, although unfinished, is the most comprehensive thing of its kind in existence.

It was not until the night of the Carpathia's arrival that the official word reached Mr. Stanton that he had been lost in the great disaster. He was in the city at the time, and he was on the pier to meet him. It was not until the last passenger had left the pier that the fact of his death was admitted.

Mr. Stanton leaves a mother, wife, two daughters and a young son. Upon the arrival of Mrs. Stanton from Florida memorial services will be held at the Washington Heights United Presbyterian Church, of which he was one of the trustees.

WALTZED FACING DEATH

Titanic Survivor in Hospital Says Music Prevented Panic.

As he lay in a cot at St. Vincent's Hospital, Thomas Whitley, who told about the crew's rest of the Titanic on Saturday, talked yesterday of the bravery of the ship's musicians, immediately following the crash.

"There was a brief bit of silence after the ship struck the iceberg," said Whitley, who is recovering from injuries received a week ago last night. "Then, either on their own suggestion or the command of some officer, the musicians, who had been playing something classical, broke into merry ragtime tunes."

"This, of course, was to prevent any possible panic, and they certainly succeeded, for all fear was banished by their music. Many of the men and women who had come upon deck to see what the trouble was danced when the orchestra struck up a waltz. I don't know the name of the waltz, but it was one of the popular ragtime affairs, with a merry, cheerful tone to it."

"As I recall it now it was a strange sight—these people dancing in the presence of death, laughing and gay, the same deck to be a scene of horror in but a few minutes! "Then the seriousness of the situation began to dawn on all. The musicians knew the danger before them, but continued the ragtime to keep up spirits. The music then changed to a graver tone, and, finally, when the ship began to sink, and the hope died in the hearts of the men, the musicians played 'Nearer, My God, to Thee.'"

TO HONOR MEMORY OF C. H. HAYS,

Montreal, April 21.—It is planned during the coming week to pay a tribute to the late Charles M. Hays, president of the Grand Trunk Pacific, unique in the history of Canada, by stopping simultaneously for a stated number of minutes every wheel on the Grand Trunk, Grand Trunk Pacific and affiliated lines in Canada and the United States.

JUSTIFIES SALE OF NEWS

Marconi Company Head Admits Titanic Story Was "Held."

"MONEY IN FOUR FIGURES"

Message of Chief Engineer Sammis to Wireless Man on the Carpathia.

It was admitted at the offices of the Marconi Wireless Company yesterday that the company's chief engineer, the Marconi Company of America, had sent a wireless message to the Carpathia as she was coming into port, telling the Marconi operators to hold the story of the Titanic disaster "for dollars in four figures."

This message read: "Stop. Say nothing. Hold your story for dollars in four figures. Mr. Marconi agreeing. Will meet you at dock."

The message was addressed to "Marconi" and was signed by Mr. Sammis, who added his official title.

John V. Bottomley, president of the Marconi company, defended the message by saying it was a perfectly legitimate transaction. He said it was not sent until Thursday night. He said he did not know anything about two other messages said to have been sent to the wireless operators on the Carpathia, telling them to "hold the story." The first message, unsigned, read: "Keep your mouth shut. Hold story. Big money for you."

The second message, likewise unsigned, read:

"You are wise hold story. The Marconi company will take care of you."

Mr. Bottomley said that the New York office tried hard to obtain news of the disaster.

"On Monday night," he said, "we wired the Carpathia to send five hundred words of reliable news for the public, but it was never sent, because of the censorship of the Carpathia's captain."

Mr. Bottomley said that the only news received was the bare list of names, which was given out as fast as it came in.

He was chagrined to think that the United States navy had intercepted the "Yankee" messages. He seemed to think it was a breach of etiquette.

Mr. Marconi denied that he knew anything about the wireless in which his name was used, and he added that he always believed it would be better to give out the news as quickly as possible.

At both the Western Union and the Postal Telegraph offices it was said that such methods would not be tolerated for a minute on the part of any of their officials.

A reporter of The Tribune was informed on Tuesday night that an order had been sent to nearby Marconi land stations not to give out any news, saying that all the news could be given out at the New York office. Information was also volunteered that an order had been issued the same day to keep out all persons from the Marconi towers unless under order of the New York office was presented.

When a reporter asked for such a permit he was politely but firmly refused, the excuse being given that the towers would be crowded. A visit to one tower showed it "crowded" with two operators at work.

Eight months ago, when the Prinz Friedrich Wilhelm of the North German Lloyd arrived ahead of time, based on a wireless message purporting to give her position three days previously, inquiry was made of the captain.

"These wireless operators take a chance," said Captain Prehn. "You can't do anything with them. When they get into communication with land and are asked the position, it would be easy enough for them to send to the bridge and get it, but instead they make a guess and send that in."

DODGED TITANIC SUBPOENA

Member of Crew Hints Some One Else Influenced Him.

Not all those of the crew wanted by the Senate committee went to Washington yesterday as the subpoenas intended. Two or three of the crew were seen along West street yesterday afternoon after their fellows had gone to Washington on the 2 o'clock train.

At least one of these men deliberately dodged the United States subpoena servers, and confessed it last night. It was his confession of a man who thought he had done something clever, but of one who did what he had done with reluctance and was glad that he had some one to whom he could boast his soul.

"I dodged the subpoena servers," said this man, one of the quartermasters of the Titanic, when asked why he had not gone to Washington.

"Why did you do that?" he was asked. He merely shook his head to signify that he did not care to say anything more about the matter.

Several times since he arrived here he has steadfastly refused to say a word about the events that preceded and followed the Titanic's crash into the iceberg.

"I was told not to give out any information on the Carpathia," he said. "I was told that if I said nothing I would not have any embarrassing questions to answer later."

Several members of the crew, when spoken to at the American Seamen's Friend Society, No. 507 West street, where they are housed and clothed and fed up to Saturday, when most of them sailed on the Lapland for Plymouth, referred interviewers to their superior officers.

"We're not to talk, sir," said one of the men, as several others had said. "Our officers will give out all the information."

The members of the crew who were detained here at the instigation of the Senate probers left the shelter of the American Seamen's Friend Society Saturday and went aboard the White Star liner Celtic, where their officers have been ever since they landed from the Carpathia.

The latter were to Washington with those of the crew who had been served yesterday. They were Charles H. Lightfoot, the brewer, H. J. Pirman, 3d officer, J. G. Boxall, 4th officer, and H. G. Lowe, 5th officer.

WIRELESS STATION AT 'FRISCO.

(By Telegraph to The Tribune.) San Francisco, April 21.—Announcement was made to-day that the Poulsen Wireless Company was about to erect a station at San Bruno Point, South San Francisco, which is to be the loftiest wireless station in the world and among the greatest in capacity and power. The masts will be 43 feet high. It will be rated at 30 kilowatt in power.

LOZIER
TOURING CARS OF QUALITY

Touring in a Lozier is like a trip in a private car or a well appointed stateroom. The car is big, roomy, and perfect in its appointments. Wheels and tires are large. Long wheelbase, deep, luxuriously upholstered seats and long nickel steel springs render travel over the road a source of constant enjoyment. Only Lozier cars can give Lozier luxury.

LOZIER
56th and Broadway

SURVIVORS IN HOSPITALS

All Fully Recovered, Some Wait for Financial Help.

ATTEND ST. JOHN'S SERVICES

Superintendent of St. Luke's Takes Many of Titanic's Rescued to Church.

Many of the survivors from the Titanic have left the hospitals in which they were cared for and gone to their homes. There are still, however, in the institutions many others who were coming here for the first time with all their worldly goods, and these still linger inside the walls, waiting for the aid of the women's committee or for relatives to arrive or to communicate with them. There are comparatively few who are detained by actual injury.

The largest part of the crowd was at St. Vincent's Hospital. Over 100 were taken there—sixty women, fourteen children and forty-two men, three of whom were members of the crew. Half of the people have gone away. Relatives have come for some of the patients, and in other cases the Rev. Lloyd Leach held services in the institution. Mrs. Deane and her children and Miss Thorneycroft expect to leave in a day or so.

Mrs. L. Parsh and Mrs. J. Shelleff left Mount Sinai Hospital on Saturday to meet their husbands in Chicago, where they expected to take the train to their homes in Rutte, Mont. Misses Irene Scundo, of Houston, Tex.; Celia Verbe, of Syria, and Kathleen, of Exeter, N. H., arrived yesterday from the West and went to the hospital. There was an affectionate meeting, and he intends to take his wife and children and Miss Nelson back with him to-day.

Dr. George F. Clover, the superintendent of the hospital, took the survivors to the services at the Cathedral of St. John the Divine yesterday morning, and in the afternoon the Rev. Lloyd Leach held services in the institution. Mrs. Deane and her children and Miss Thorneycroft expect to leave in a day or so.

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